

29 January 1957

THRU : ~~SC/RR~~ Chief, E
THRU : Chief, D/S
Chief, S/TR

25X1X7

REF : Memo from Chief, RQM/OIS on K-4683, 11 January 1957

1. The following paragraphs are in response to questions 'a' through 'c' in referenced memo:

2. The Mariinsk waterway had an estimated capacity in June 1956 of 1.25 million tons per year, total for both directions. It can handle vessels under 260 feet long and 40 feet wide, and has a normal through navigable depth of 6 to 7 feet, although the depths of some rivers in the Mariinsk system are known to go as low as 2 feet in late summer. The Baltic-White Sea (Stalin) Canal has an estimated capacity of 4 million tons each way per year. It can handle vessels up to 440 feet long and 47 feet wide, and has a maximum navigable depth of 12 feet. However, the Svir River, one of the waterways linking this canal with the Baltic, has a normal through navigable depth of only 6 feet, except at high water. The Volga River has an estimated capacity of at least 87 million tons, since this was the actual freight traffic moved in 1955. From Moscow to Astrakhan it can handle vessels at least 400 feet long and 60 feet wide; minimum navigable depth is 8 feet, and maximum navigable depth is 18 feet.

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GHI-18-5, 1956, Secret).

3. Detailed information on the more than 100 railroad and highway bridges and bridge sites on the Oder and Neisse Rivers is contained in Army, USAREUR, "Bridge Book, GDR," vol. I, January 1956 and vol. II, May 1956, ~~Confidential~~. Basic data on railroad and highway bridges on selected routes are shown in NIS 13, Section 31 (~~Confidential~~) and 32 (~~Secret~~).

4. The Luebeck-Bad Kleinen-Guestrow railroad is single track.
(Source: NIS 13, Section 31, ~~Confidential~~, 1956).

5. This information has been coordinated with D/GG, based on a written contribution from them.

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ORR/S/TR [redacted] 1r/657 (29 January 1957)

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